

ORIG :  
UNIT :  
EXT :  
DATE :

25X1A

TOP SECRET

TOP SECRET

ROUTING			
1		4	
2		5	
3		6	
PRECEDENCE	DEFERRED	XX	PRIORITY
	ROUTINE		OPERATIONAL IMMEDIATE
			INITIALS C.V. INITIALS

TO :

FROM: DIRECTOR

CONF: OPS (1-2-3-4)

INFO: S/C (5)

DAP

25X1A

TOR: 2159Z 2 APR 60

25X1 OUT 64241

TO

INFO

CITE

9121

TIME STEP

REF: A.

4086

B.

9092

25X1A 25X1A  
25X1A  
25X1A

1. ASSUME YOUR REF TO [ ] 8898 IN ERROR AS THIS MSG HAS BEEN SUPERCEDED BY [ ] 9092. NOTE THE CHANGES IN PROFILE AND ROUTE.

2. REF B PARA F(2). REALIZE THE STEP CLIMB PROFILE CAN BE CONFUSING. OFFER THE FOLLOWING FOR CLARIFICATION. USE SLIPPER [ ] CURVES WITH 1545 GAL FUEL LOAD.

25X1A A. CLIMB TO INITIAL LEVEL OFF [ ] APPROX 60 NM AND PLUS 16 MIN.

25X1A B. USE MAX RANGE CRUISE PROFILE (FIG A4-5, THE LOWEST LINE) TO ARRIVE AT PT B APPROX 1 PLUS 24 AFTER T.O., [ ] 1205 GAL FUEL REMAINING.

25X1A C. START MAX ALT CRUISE CLIMB (USING MAX ENGINE POWER, [ ] HANDBOOK SEC II, PAGES 3 - 4); TO ARRIVE PT C APPROX 2 PLUS 17 AFTER T.O., [ ] 1030 GAL

25X1A FUEL REMAINING. (TO CLIMB FROM [ ] USE PLUS 9 MIN, 60 NM AND 35 GAL FUEL. THEN USE FIG A4-5. ENTER THE TOPMOST LINE AT 1170 GAL. MOVE TO RIGHT 300 NM - READ ALT AND FUEL REMAINING TOPMOST LINE).

D. LEVEL OFF [ ] BETWEEN PT L AND PT M. MAINTAIN [ ] REMAINDER ROUTE.

25X1A

COORDINATING OFFICERS

25X1A

25X1A

RELEASING OFFICER

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CLASSIFIED MESSAGE

ORIG :  
UNIT :  
EXT :  
DATE :

TOP SECRET  
TOP SECRET

ROUTING			
1		4	
2		5	
3		6	

TO :  
FROM :  
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RECEIVED	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

OUT 64241

TO

INFO

CITE

PAGE 2

3. THE ABOVE DATA COMPUTED FOR NO WIND AIR MILES CONDITION. AVERAGE WIND GIVEN TIME STEP FOR APRIL 260/13K.

4. 900 NM STEP CLIMB PROFILES WERE USED AS A GUIDE. ACTUAL PLANNING DATA USED PRIMARILY FROM SLIPPERED  CURVES.

25X1A

5. ~~REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED~~

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END OF MESSAGE

25X1A



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